

CONTEMPLATES SYSTEM OF NATIONAL HIGHWAYS

Senator Shields' Bill Provides for Preliminary Plan by Chief of Army Engineers.

A bill to provide for the preparation and report to Congress by the chief of engineers of the army of a preliminary plan for a system of improved national highways, extending throughout the country, has been introduced in the Senate by Senator Shields of Tennessee, and now is before the committee on military affairs. The bill has had the approval of the War Department and carries \$250,000 to cover the expenses of working out the highway plan.

The bill provides for taking the first steps toward carrying into effect a

rational system of highways and land-use planning outlined by Cyrus Kehr of Knoxville, Tenn., at the convention of the American Civic Association in this city last December. Mr. Kehr, in explaining his plan, said: "The recent development of self-propelled vehicles adapted to travel faster than is possible with animal-drawn vehicles has made an increased demand for communication which is not relatively local, but which connects towns and cities and other communication centers separated from each other 100 or 200 miles.

Direct Routes Sought.

"In lieu of what may be termed state communication, there is now a demand for national communication. Effort should be made to so work out this problem of national communication as to afford the most direct and convenient communication between neighboring major centers.

"In this national system every highway extending from one major center to another should be regarded as complete in itself as constituting a main or trunk line highway unit. These trunk line units will constitute lines of through communication between centers which they connect and also will perform a very important part in local communication.

The forming of this national plan will be, in a geographical sense, a large

PUBLISH ADMIRAL FISKE LETTER ON WINE MESS

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Fiske says: "I think I am not wrong in saying that there went into the mind of every person who read this statement, man, woman or child, an impression that officers of the navy drank more than they should, and that the surgeon general of the navy found it necessary to call the attention of the Secretary to the fact. The reputation of the navy suffered in the minds of every single person who read the statement. Every single officer in the navy was injured by that statement. If the statement were true, I would have nothing to say, but the statement is not true."

Never Due to Wine Mess.

He asserts that he has never known a case of drunkenness aboard ship due to the wine mess.

"People rarely get drunk," said Admiral Fiske, "and wine or beer. In practically every case when an officer has become intoxicated it has been on whiskey, or something like whiskey, such as brandy, usually on shore. This being the case, the prohibition of wine and beer in our ships will not decrease the amount of drinking of whiskey, but will tend to increase it for the obvious reason that officers desiring to drink will go ashore and drink strong cocktails, with no official restraining influences.

"Another effect would be an increased temptation to use cocaine and other drugs."

PLUCK SAVES SHIP, ITS CREW HOPELESS

Story of Rescue of Brazilian Steamer Guajara New Romance of Sea.

Special From a Staff Correspondent.

S. S. SIXAOLA, AT SEA, NEW YORK TO SANTIAGO, CUBA, 125 miles east of the Virginia capes, April 10.—This is the first detailed story of how Capt. C. R. Glenn, commanding this vessel, and his crew saved the lives of forty officers and men of the Brazilian steamship Guajara, discovered in a leaking, waterlogged and sinking condition at sea last Saturday night at dusk.

In addition, it is a record of how Scotch, Nova Scotian and American pluck and perseverance took hold of the Guajara, when volunteers were called for on the Sixaola, after the Brazilians had abandoned their ship, pumped out her flooded engine room, got up steam and made it possible for the Sixaola to tow the Guajara, worth \$200,000, to Norfolk.

No romance of the sea in fiction ever contained more of the elements of tragedy, mystery and heroism than the story of how these men were rescued, after thirty-six hours of effort during which the lives of forty men on both ships. These details came under the personal observation of the correspondents of The Star and Evening Washingtonians, Capt. Sherburne G. Hopkins and Lieut. G. M. Baum, U. S. N., and Mrs. Baum, passengers on the Sixaola.

Guajara Flying Distress Signal.

The Sixaola came up with the Guajara at dusk Saturday night. She was flying the international distress signal, and that, with her evident waterlogged condition, has been enough through many hours of trial and misunderstanding to excite in the commander of the Sixaola the bond of sympathy common among those who travel the great wastes of water on which a ship is such a tiny speck. The Sixaola was twenty-eight hours out of New York for Cuba, Jamaica and Central American ports, and it has been learned today that the Guajara left Norfolk April 3, with coal for San Juan, Porto Rico. She belongs in Rio de Janeiro.

The meeting place of the two ships was 150 miles east of Norfolk—a point on the Atlantic ocean—and there, in that lonely spot, far out of the usual track of ships, which hug the Atlantic coast, was begun, as darkness fell last Saturday night, a spectacular drama of the sea, with only the screaming gulls in the dark skies above for witnesses.

Both ships had gone through a heavy northeasterly gale, and most of the passengers on the Sixaola were recovering from its effects, and they and the crews of both ships anxiously lined the rail as the Sixaola searchlights played on the Brazilian, showing her deep in the water, with waves as high as the story buildings—the aftermath of the gale—tumbling her helplessly about.

Could Hardly Be Controlled.

The wind roared through the cordage and over rigging of both ships, lifting and dipping the vessels, with their propellers out of water, again and again, so that they could hardly be controlled, and the Sixaola, for her own safety, dare not venture too close. The Brazilian could not launch a boat, she rolled so; she lacked wireless, she lacked English, she lacked signal books, to make her real plight known. By the small quantities of water coming from her pump outlets, and from the smoke coming from her funnel, it was evident, however, that her pumps were not working properly and that she had not sufficient steam to maneuver in the heavy seas. Notwithstanding these seas, Capt. Glenn, after hours of effort, nevertheless got a boat to her in the dark with the aid of Providence and his searchlights.

The latter played upon the Guajara as a surgeon's knife hunts for a bullet, and eventually First Officer Ridgeway of the Sixaola came up the Sixaola ladder with the cut and the

fourteen feet of water in the hold. All hands washed out, but the pumps only going. But they say they don't want to be taken off."

Piercing Wail Heard.

Then, as Capt. Glenn made up his mind what to do, there came through the night a piercing wail from the steam whistle of the Brazilian. Notwithstanding his lack of communication facilities, there remained for him one recourse, and Chief Radio Operator J. W. Swanson of the Sixaola discovered that the Brazilian was sending with his whistle, in Morse dot and dash, the magic letters of the seas: "S. O. S."

That settled it, and the fate of the Guajara was forever bound to that of the Sixaola, the law of the sea being that the responsibility for assistance, if not for safety, is upon the nearest ship appealed to.

Further attempts to communicate in the dark were made by Swanson, with the Morse dot and dash by means of an electric hand lamp, but these brought nothing very satisfactory, except, from the Brazilian, now and then, by the same signal, "S. O. S."

"I will not leave thee. I will not leave thee," Capt. Glenn said, grimly, "and he is right. I won't."

The sea calmed during the night and the weather was of the best. The exhausted Brazilians came aboard the Sixaola, dripping, worn-out, their long light ended. Capt. de Mendonca was the last to leave, in accordance with the custom of the sea, and as he came up the ladder of the Sixaola with First Officer Jorge Moreira and Second Officer Carlos Pinho, he was met by a burst of handclapping for the brilliant fight the Brazilians had made.

Other came with the signals, the log book and other records. All were eating apples, their first food, they said, for forty-eight hours. The officers brought their soaking belongings and their drenched bodies aboard, one carrying an equally drenched pig which had been trained and which still preserved the spirit to cry in Portuguese: "I am a Brazilian sailor."

Clothing Washed From Them.

Five of the Brazilian crew treasured and carefully lugged aboard portraits in large slides and frames. Some were in pajamas. One had made himself, with a knife for tools, an upper garment of a large signal flag. Their clothing had been literally washed from them, the waves having also put out the galley fire and ruined all matches. They reported as the only accident a bad cut over the eye suffered from a slip and a fall by First Officer Moreira, who is in hospital on the Sixaola as this is written.

To the lot of Capt. Hopkins, one of the Washingtonians aboard the Sixaola, for forty-eight hours, he was in Portuguese and Spanish for the Brazilians, and he has been able to be of much service to them, although his familiarity with maritime matters and customs, and his relations with Latin Americans in the chartering of ships, etc.

The Sixaola has put a provisional crew of twelve men, under the command of First Officer Ridgeway, and it has pumped out the engine room of the Brazilian, gotten up steam on her and in preparation for the long voyage on roads under her own steam when the capes are reached if a tug does not come out to get her without losing her voyage.

CARD OF THANKS.

KANE. We wish to thank our friends and neighbors for the kindness shown during the illness and death of our dear mother, ELLEN KANE, and to express our appreciation for the beautiful floral pieces and messages of condolence. BY THE FAMILY.

DIED.

BOND. On Sunday, April 16, 1916, MARY BOND, aged eighteen years. Funeral services at chapel of E. R. Jupp, 1312 M Street, N.W., at 2 p.m. Interment at Harmony cemetery.

BUCK. On Sunday, April 16, 1916, at 10:15 a.m., JAMES BUCK, aged 72 years, 133 F Street, N.W. Funeral services at chapel of E. R. Jupp, 1312 M Street, N.W., at 2 p.m. Interment at Harmony cemetery.

CHESEBROUGH. On Sunday, April 16, 1916, CHARLES R. CHESEBROUGH, beloved son of Mr. and Mrs. C. R. Glenn, aged 40 years. Remains at the chapel of Thomas F. Murray, 2007 Nichols avenue, southeast. Notice of funeral in Tuesday's Star.

CLEMENTS. On Saturday, April 15, 1916, at Sibley Hospital, infant daughter of Clarence J. and Anna Grace Clements.

CROSS. On Saturday, April 15, 1916, at 11:30 p.m., at Georgetown University Hospital, JOEL W. CROSS, beloved husband of Catherine C. Cross (nee Gallagher). Funeral from his late residence, 3645 O Street, N.W., on Wednesday, April 19, at 8:30 a.m., thence to Holy Trinity Church, where requiem mass will be sung at the repose of his soul. Interment at Mount Olivet. Relatives and friends invited.

DICKERSON. On Monday, April 17, 1916, at Wilberforce, Ohio, MARY V. DICKERSON, daughter of the late Edward and Lydia Dickerson. Notice of funeral hereafter.

PREIND. On Friday, April 14, 1916, OSKAR PREIND, aged forty-six years. Funeral services (private) at the chapel of Joseph Gawler's Sons, 1730 Pennsylvania avenue northwest, on Monday, April 17, at 2 p.m. Interment at Arlington national cemetery.

GERER. Suddenly, on Sunday, April 16, 1916, at 10:30 p.m., BERNARD J. GERER, beloved husband of Annie Gerer (nee Murphy), in his fifty-ninth year. Funeral from his late residence, 1351 H Street, northeast, on Wednesday, April 19, at 9 o'clock a.m. Requiem mass at Holy Name Church at 10:30 a.m. Relatives and friends invited. Interment at Mount Olivet cemetery.

GRAMM. On Saturday, April 15, 1916, at 10:15 a.m., HELEN, only daughter of Mary and Edward Gramm, aged fourteen years and eight months. Funeral from St. Stephen's Church on Tuesday morning, April 18, at 9 a.m. Relatives and friends invited to attend.

GRAVES. On Saturday, April 15, 1916, at 10:45 a.m., at the residence of her son, Charles T. Graves, 1416 34th Street, northwest, April 17, at 12:30 p.m. Funeral from the chapel of J. W. Lee, 2022 Pennsylvania avenue northwest, at 2 p.m. Relatives and friends are respectfully invited. (Philadelphia and Baltimore papers please copy.)

HARMON. On Monday, April 17, 1916, at 5:10 a.m., at his residence, 1290 Massachusetts avenue, JAMES L. HARMON, husband of Katherine L. Harmon. Notice of funeral hereafter.

HENNESSY. Suddenly, on Saturday, April 15, 1916, FRANCES O'BRIEN, widow of Capt. Frederick H. Hennessy, U. S. A., and daughter of the late Surgeon General O'Reilly, U. S. A.

KUEVER. On Sunday, April 16, 1916, at 10:15 a.m., NELLIE KUEVER, wife of Henry Kuever, aged thirty-five years. Funeral from her late residence, 304 South Carolina avenue, northeast, on Tuesday, April 18, at 2:30 p.m. Relatives and friends are invited. Interment at Congressional cemetery.

KEEFE. On Monday morning, April 17, 1916, MARY ELIZABETH KEEFE, beloved wife of Harry B. Keefe, aged 52 years. Funeral from her late residence, 1316 North Carolina avenue, northeast, on Wednesday, April 19, at 2 p.m. Interment at Congressional cemetery. Relatives and friends invited.

KERR. On Sunday, April 16, 1916, at 9:15 p.m., HARRY KERR, beloved husband of Sarah and son of Mrs. Anne and the late P. L. Keefe. Notice of funeral hereafter.

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DIED.

LOWERY. Departed this life Friday, April 14, 1916, at 2 p.m., at her residence, 1219 R Street, northwest, MATTIE, the beloved wife of Robert Lowery, mother of Mrs. J. W. Lowery, Jennetta Thomas, Emma Stark, Aaron, Gabriel, William and Carroll Lowery.

Funeral from above residence Tuesday at 2 p.m. (Chattanooga, Tenn. papers please copy.)

MAGEE. On Sunday, April 16, 1916, at 2:30 p.m., MARY MAGEE, aged 72 years, 1219 R Street, northwest, J. W. MAGEE, the beloved wife of Mr. J. W. Magee. Funeral from the chapel of St. Patrick's Church, Wednesday, April 19, at 2 p.m. Interment private.

MCCORMICK. Suddenly, on Monday, April 17, 1916, at the residence of her sister, Mrs. Virginia V. Mitchell, 507 12th Street, northwest, Mrs. ALICE L. MCCORMICK. Funeral private.

NEWCOMB. On Sunday, April 16, 1916, at his residence, 408 I Street, northwest, J. W. NEWCOMB, formerly of Lynchburg, Va., in the ninetieth year of his age. Funeral from Lee's chapel, 322 Penn. avenue, on Tuesday, April 18, at 2 o'clock. Friends and ex-Confederate comrades invited to attend. Interment in Confederate section, Arlington national cemetery. (Lynchburg, Va. papers please copy.)

RIDGELY. Suddenly, on Sunday, April 16, 1916, at the residence of his father, the late Greenbury W. Ridgely. Funeral services at 2:30 p.m. Tuesday, April 18, at the home of her son, 112 Florida avenue, northwest. Interment private.

ROTHENBUEHER. On Sunday, April 16, 1916, at 2:45 p.m., at his residence, CARL, beloved son of Peter and Mary Rothenbueher, aged 14 years and five months. Funeral from the residence of his parents, 1418 M Street, northwest, on Tuesday, April 18, at 2 p.m. Relatives and friends are respectfully invited. (Philadelphia and Baltimore papers please copy.)

SHAW. On Sunday, April 16, 1916, at 2:30 p.m., at Freedmen's Hospital, SANDY SHAW, beloved husband of the late Mary Shaw. Funeral services Wednesday, April 19, at 2 o'clock, at his late residence, 1132 R Street, northwest. April 17, at the First Baptist Church, 274 and Dumbarton avenue. Relatives and friends are invited to attend.

SIMMONS. On Sunday, April 16, 1916, at 5:55 p.m., ANNA SIMMONS, beloved wife of the late John Simmons. Funeral from the residence of her daughter, Mrs. L. Browning, 29 5th Street, northeast, on Wednesday, April 19, at 2 p.m. Relatives and friends are respectfully invited. (Philadelphia and Baltimore papers please copy.)

STEPHENSON. On Monday, April 17, 1916, at the residence of his father, 2022 16th Street, northwest, PAUL STEPHENSON, son of Samuel L. and the late Mary Boyd Stephenson.

STRAIGHT. On Friday, April 14, 1916, at a Casualty Hospital, BENNETT D. STRAIGHT, of the 1st Cavalry. Remains at the chapel of J. William Lee, 2022 Pennsylvania avenue northwest. Notice of funeral hereafter.

SUPPLE. On Sunday, April 16, 1916, at 5:55 p.m., DEVERLE SUPPLE, son of Mr. and Mrs. Joseph E. Supple, of 311 A Street, northeast. April 17, at 12:30 p.m. LOUISE GORE SUPPLE, daughter of Mrs. Anna K. Gore of 111 3rd Street, northeast. Funeral services at Wheatley's chapel, in Alexandria, Va., Tuesday afternoon, April 18, at 2 o'clock. Interment at National cemetery, Alexandria. (New York, Richmond and Roanoke papers please copy.)

WHITE. Departed this life Saturday morning, April 15, 1916, ELIZABETH WHITE, wife of George White, of the street northwest, beloved daughter of Mrs. Jessie Bell, granddaughter of Mrs. Mary Ormes, wife of Frederick White.

Funeral from Simpson Memorial Church, Sherman and Florida avenues, northwest, Tuesday, April 17, at 2 p.m. Relatives and friends invited. Remains at McGuire's parlors, 8th and Florida avenues, northwest.

DOUGLASS. In fond and loving memory of our dear mother, GEORGE DOUGLASS, who departed this life four years ago today, April 17, 1912. HER DEVOTED DAUGHTER, LOUISE GORE SUPPLE, daughter of Mrs. Anna K. Gore of 111 3rd Street, northeast.

GEORGE. In loving remembrance of our dear mother, GEORGE, who died thirteen years ago today, April 17, 1903. BY HIS WIFE AND SON.

HEAVY. In sad and loving remembrance of our dear mother, HEAVY, who departed this life two years ago today, April 17, 1914. Loved in life, remembered in death. HER DEVOTED DAUGHTER AND SON-IN-LAW, ROSE AND PATRICK O'HANLON.

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